



# State Transportation Board Committee Meetings

June 16, 2021



## LEGISLATIVE COMMITTEE



## Federal Transportation Update

**Joshua L. Waller**

**Director of Policy & Government Affairs**

**June 16, 2021**

# Federal Transportation Update

## Presentation Highlights

- Federal Transportation Reauthorization 101
- Federal Legislative Process and Current Balance of Power
- Current FAST Act Authorization and Pending Proposals on “Infrastructure” Legislation and Reauthorization

# Federal Transportation Reauthorization 101

## Reauthorization and Appropriations

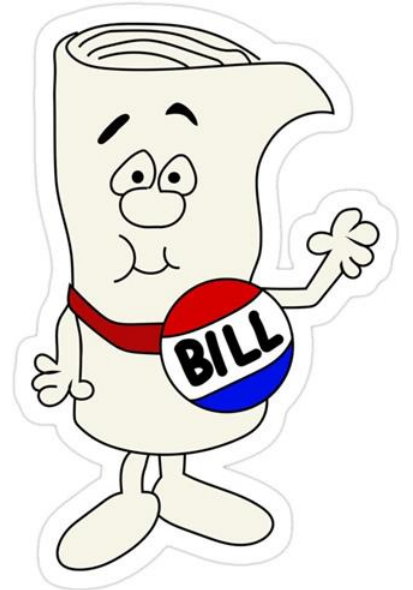




# Federal Transportation Reauthorization

## The Role of Transportation Authorization

- Historically, a 5-year bill that authorizes federal policy & federal transportation agencies during that period.
- Establishes programs and Congressional Priorities
- Distributes funds to states via a **formula** and through the established programs— “apportionment”—on a reimbursable basis.
- Authorizes contract authority and the use of funds from the Highway Trust Funds (Highway and Transit Accounts).
- Contract authority enables U.S. DOT to commit to reimburse states while annual appropriations release cash to honor the commitments.



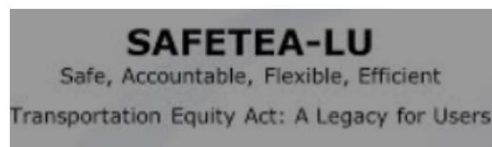
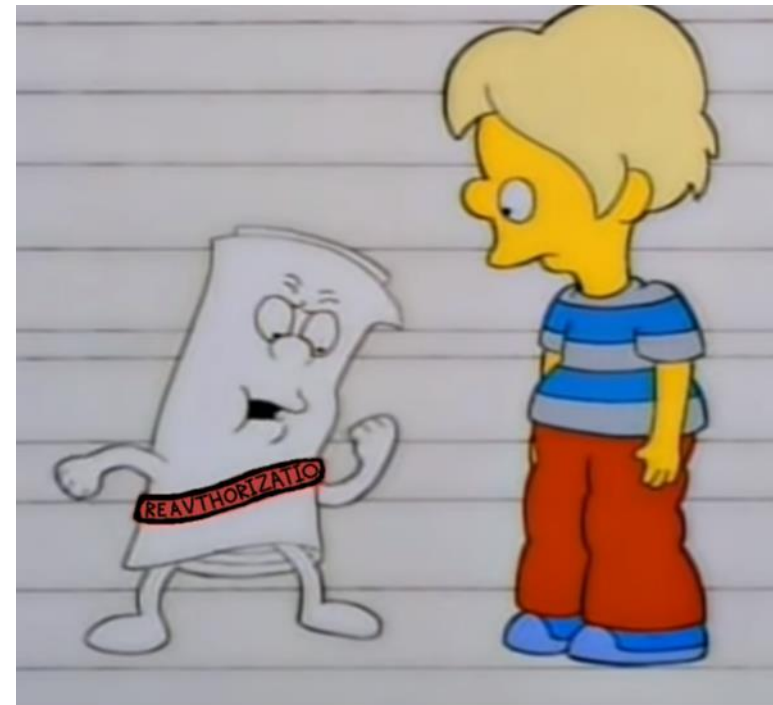
# Federal Transportation Reauthorization

## Authorization vs. Appropriation: Key Definitions

- **Authorization Act.** Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Fixing America's Surface Transportation (FAST) Act.
- **Obligation.** The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.
- **Budget Authority.** Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. Congress generally provides this empowerment to an agency in the form of an appropriation. However, for most of the highway programs, it is in the form of contract authority.
- **Contract Authority (CA).** A form of *Budget Authority* that permits obligations to be made in advance of appropriations. Most of the programs under the *Federal-Aid Highway Program* operate under Contract Authority.
- **Appropriations Act.** Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that **Congress will make available for the fiscal year to liquidate obligations.**

# Federal Transportation Reauthorization

## Last 30 Years of Reauthorizations



**FAST  
ACT**

**?**

1991 → 1998 → 2005 → 2012 → 2015 → 2021

# Federal Legislative Process & Current Balance of Power

**Committees, Floor Consideration, Regular Order & Reconciliation**

# House & Senate Committees of Policy Jurisdiction

## Leadership & Georgia Delegation Membership

### U.S. House

Committee on

Transportation & Infrastructure (T&I)

[all modes]



Rep. Peter DeFazio (D-OR)  
Chairman



Rep. Sam Graves (R-MO)  
Ranking Member



Rep. Hank  
Johnson (GA-4)

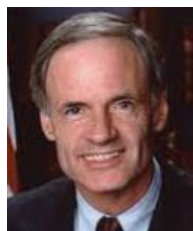


Rep. Nikema  
Williams (GA-5)



Rep. Carolyn  
Bourdeaux (GA-7)

Committee on  
Environment & Public  
Works (EPW) [highways]



Sen. Tom Carper  
(D-DE) Chairman



Sen. Shelley Moore  
Capito (R-WV)  
Ranking Member

### U.S. Senate

Committee on Commerce,  
Science, & Transportation

[railroads, technology/research, and safety]



Sen. Maria Cantwell  
(D-WA) Chairwoman



Sen. Roger Wicker (R-MS)  
Ranking Member



Sen. Raphael Warnock  
Georgia

Committee on  
Banking, Housing &  
Urban Affairs [transit]



Sen. Sherrod Brown  
(D-OH) Chairman



Sen. Pat Toomey  
(R-PA)  
Ranking Member



Sen. Raphael Warnock  
Georgia



Sen. Jon Ossoff  
Georgia

# House & Senate Revenue and Appropriations Committees

## Leadership & Georgia Delegation Membership

### U.S. House

#### Committee on Ways & Means [taxes & user fees]



Rep. Richard Neal  
(D-MA) Chairman



Rep. Kevin Brady (R-TX)  
Ranking Member

#### Committee on Appropriations [annual appropriations]



Rep. Rosa Delauro  
(D-CT) Chairwoman



Rep. Kay Granger (R-TX)  
Ranking Member



Rep. Sanford Bishop  
(GA-2)

### U.S. Senate

#### Committee on Finance [taxes & user fees]

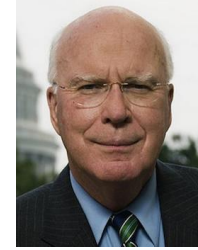


Sen. Ron Wyden  
(D-OR) Chairman



Sen. Mike Crapo (R-ID)  
Ranking Member

#### Committee on Appropriations [annual appropriations]



Sen. Patrick Leahy  
(D-VT) Chairman

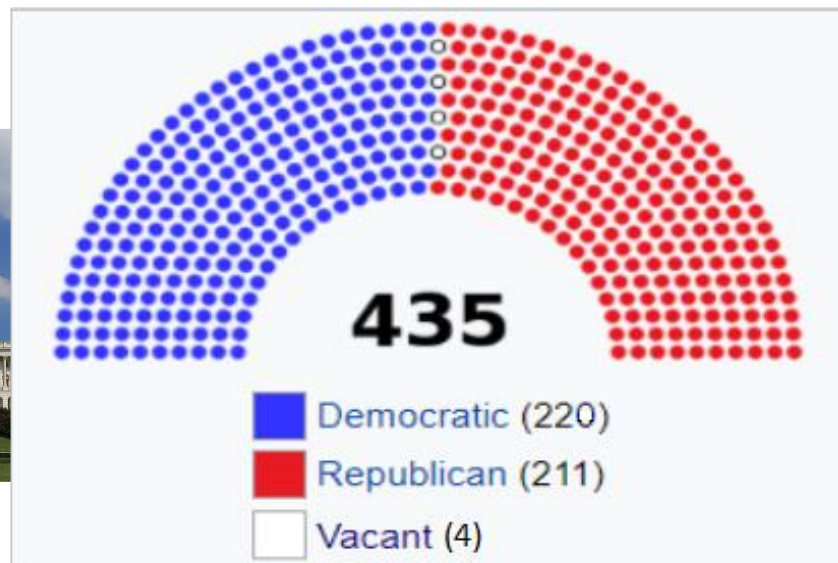
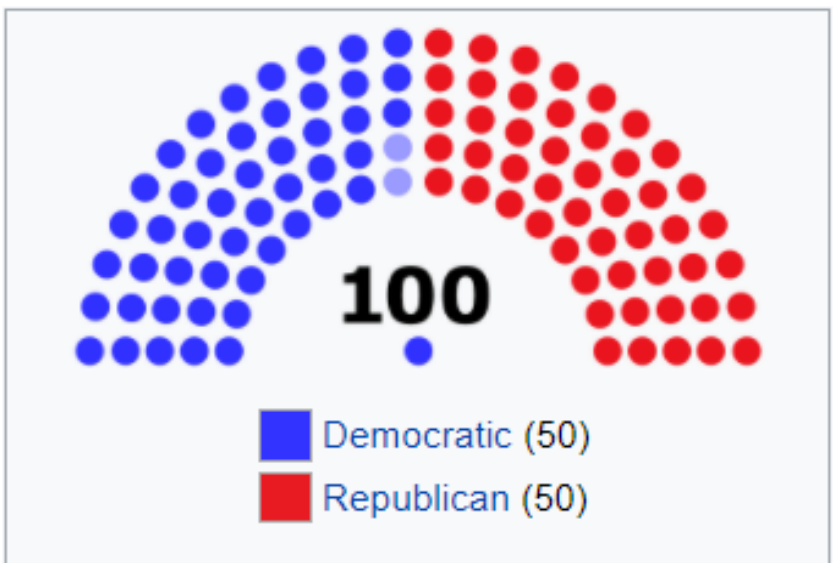


Sen. Richard Shelby  
(R-AL) Ranking Member



# Balance of Power

## Passing Legislation



60 Votes\*

51 Votes\*\*

Regular Order

Budget Reconciliation

Majority (218 Votes)

Majority (218 Votes)

\*60 votes required to close debate (cloture vote) before final passage (final passage by majority vote).

\*\*Subject to the Byrd Rule and points of order against “extraneous” items.

# Budget Reconciliation and the Byrd Rule

## Definitions of Extraneous Matter

Subsection (b)(1) of the Byrd rule provides definitions of what constitutes extraneous matter for purposes of the rule. The Senate Budget Committee, in its report on the budget resolution for FY1994, noted “‘Extraneous’ is a term of art. Broadly speaking, the rule prohibits inclusion in reconciliation of matter unrelated to the deficit reduction goals of the reconciliation process.”<sup>11</sup>

A provision is considered to be extraneous if it falls under one or more of the following six definitions:

- it does not produce a change in outlays or revenues or a change in the terms and conditions under which outlays are made or revenues are collected;
- it produces an outlay increase or revenue decrease when the instructed committee is not in compliance with its instructions;
- it is outside of the jurisdiction of the committee that submitted the title or provision for inclusion in the reconciliation measure;
- it produces a change in outlays or revenues which is merely incidental to the non-budgetary components of the provision;
- it would increase the deficit for a fiscal year beyond the “budget window” covered by the reconciliation measure;<sup>12</sup> and
- it recommends changes in Social Security.



Elizabeth MacDonough  
Senate Parliamentarian



Congressional Research Service

<https://crsreports.congress.gov>

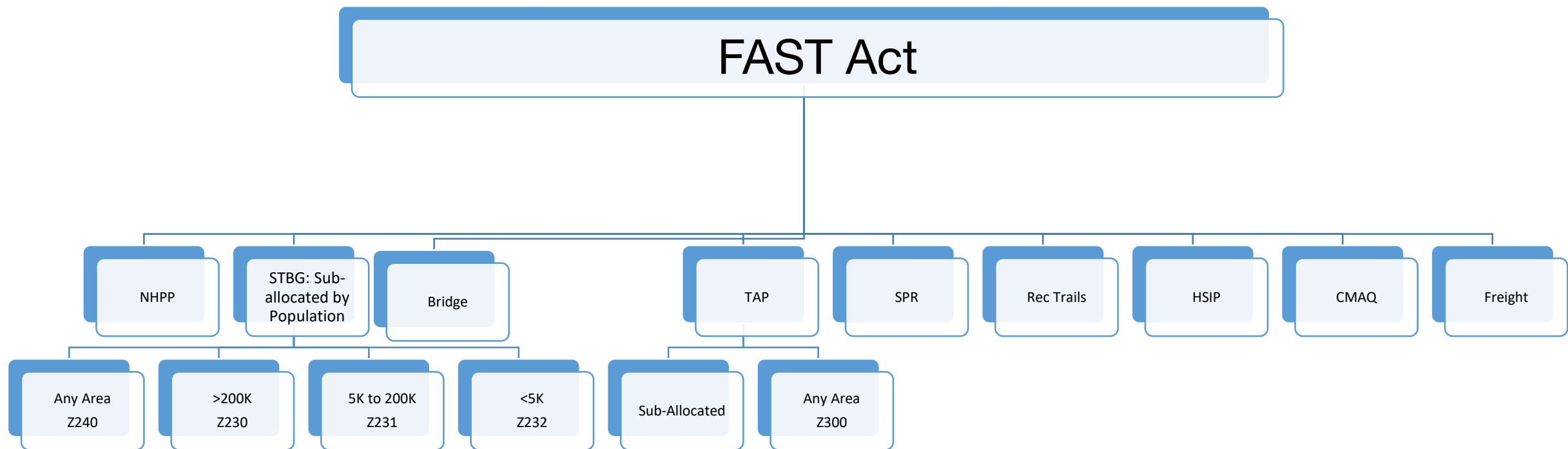
RL30862



# Current FAST Act Authorization & Pending Proposals on “Infrastructure” Legislative and Reauthorization

**FAST Act Programs, American Jobs Plan,  
Gang of 10, House T&I, & Senate EPW**

# Federal Programs



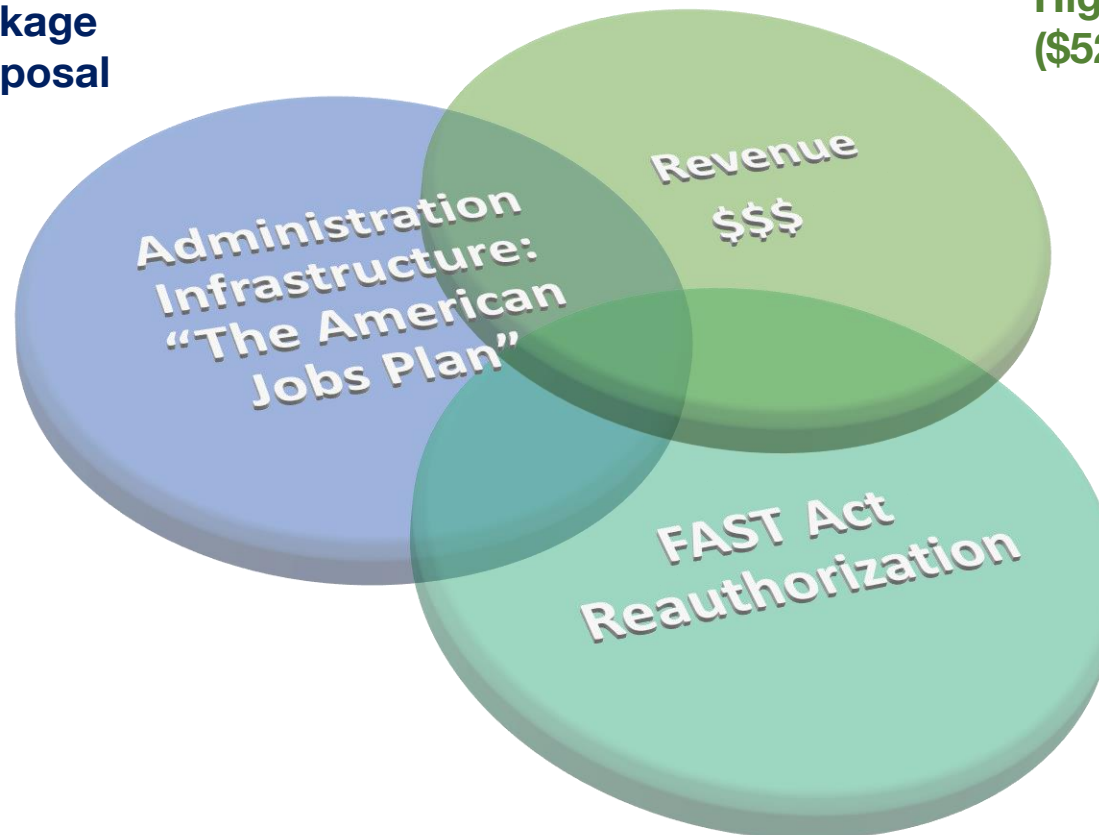
# Federal Transportation/Infrastructure State of Play

## Reauthorization vs. Jobs Plan vs. Funding—How do/will they come together?

**American Jobs Plan (AJP)—\$2.25T**  
(\$1.7T as recently offered, now \$1T) for  
broad infrastructure package  
Senate “Gang of 10” Proposal

### Uses

Paying for the AJP  
Highway Trust Fund Solvency Shortfall  
(\$52B at minimum)



### Potential Sources

Corporate Income Tax Rate  
Capital Gains Income Tax Rate  
Debt Financing  
Repurposing Unused Stimulus  
Federal Electric Vehicle Fee

Current One-Year Extension of  
Federal Transportation  
Authorization expires on September  
30, 2021.

# Administration's "American Jobs Plan (AJP)" Proposal

## \$2.25+ Trillion over 8 Years—Non-transportation Items

- **\$590B** for manufacturing, R&D, and job training initiatives.
- **\$400B** for Medicaid long-term, home, and community-based care.
- **\$328B** for housing, schools and day cares, Federal buildings, and VA hospitals.
- **\$111B** for water and wastewater infrastructure.
- **\$100B** for broadband deployment.
- **\$100B** for electrical grid/power infrastructure.

# Administration's "American Jobs Plan (AJP)" Proposal

## Transportation Proposals

- **\$621B** for transportation funding including, among other categories, the following:
  - **\$174B** to support vehicle electrification
  - **\$115B** for bridges, highways, and roads/streets in critical condition
  - **\$85B** for public transit
  - **\$80B** for passenger and freight rail infrastructure
  - **\$50B** for infrastructure resilience
  - **\$25B** for airports
  - **\$20B** for program to reconnect neighborhoods/increase opportunity
  - **\$17B** for inland waterways, ports, and ferries

# Federal Transportation Reauthorization

## House T&I INVEST Act: \$548B

- **\$343B** for highways over FY22 to FY26 (+29%)
  - Retains current core formula programs.
  - Creates new carbon reduction & resiliency formula program.
  - \$1B annually for EV/hydrogen fueling station deployment.
- **\$109B** for transit over FY22 to FY26 (+59%)
- **\$95B** for passenger and freight rail over FY22 to FY26 (+514%)
- **\$5.6B** for Member Directed Projects (Earmarks)

# Federal Transportation Reauthorization

## Senate EPW Surface Transportation Reauthorization Act Bi-Partisan Bill


- **\$304B** for highways—FY22 to FY26 (+22%)
  - Retains all the current core formula programs.
  - Creates new carbon reduction & resiliency formula program.
  - Funds INFRA grant program at \$4.8B over five years.
  - Creates a new discretionary competitive grant programs—a few highlights with average annual amounts over 5-year period:
    - \$653M for Bridge Investment Program
    - \$500M for Charging and Fueling Infrastructure Grants
    - \$400M for Rural Surface Transportation Grants
    - \$280M for PROTECT Resiliency Grants
    - \$100M for Pilot for Reconnecting Communities

# Federal Transportation Reauthorization

## Senate EPW Committee Bi-Partisan Bill —Georgia’s Apportionment


FY 2021 ACTUAL STATE-BY-STATE APPORTIONMENTS UNDER THE CONTINUING APPROPRIATIONS ACT, 2021 AND OTHER EXTENSIONS ACT AND FY 2022 - FY 2026 ESTIMATED STATE-BY-STATE APPORTIONMENTS UNDER THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS PROPOSED SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 (before post-apportionment setasides; before penalties; before sequestration)

State	Actual FY 2021	Est. FY 2022	Est. FY 2023	Est. FY 2024	Est. FY 2025	Est. FY 2026	FY 2022- FY 2026 Total
Georgia	1,413,516,355	1,710,585,738	1,744,799,753	1,779,698,048	1,815,294,309	1,851,602,490	8,901,980,338



+21%,

+2%





# Federal Transportation Reauthorization

## Senate EPW Committee Bi-Partisan Bill —Georgia's Apportionment

ESTIMATED PROGRAM-BY-PROGRAM APPORTIONMENTS UNDER THE  
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS PROPOSED SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021  
(before post-apportionment setasides; before penalties; before sequestration)

	National Highway Performance <u>Program</u>	Surface Transportation Block Grant <u>Program</u>	Highway Safety Improvement <u>Program</u> <sup>1</sup>	Railway- Highway Crossings <u>Program</u>	CMAQ <u>Program</u>	Metropolitan Planning <u>Planning</u>	National Highway Freight <u>Program</u>	Carbon Reduction <u>Program</u>	PROTECT Formula <u>Program</u>	Apportioned <u>Total</u>
Georgia FY 2022	934,385,165	454,565,756	97,130,473	8,819,877	74,035,444	10,249,530	44,779,463	40,532,113	46,087,917	1,710,585,738
Georgia FY 2023	953,072,869	463,657,071	99,251,780	8,819,877	75,516,153	10,454,520	45,675,052	41,342,756	47,009,675	1,744,799,753
Georgia FY 2024	972,134,326	472,930,213	101,415,513	8,819,877	77,026,476	10,663,611	46,588,553	42,169,610	47,949,869	1,779,698,048
Georgia FY 2025	991,577,012	482,388,817	103,622,521	8,819,877	78,567,006	10,876,883	47,520,324	43,013,003	48,908,866	1,815,294,309
Georgia FY 2026	1,011,408,551	492,036,592	105,873,668	8,819,877	80,138,346	11,094,420	48,470,730	43,873,263	49,887,043	1,851,602,490

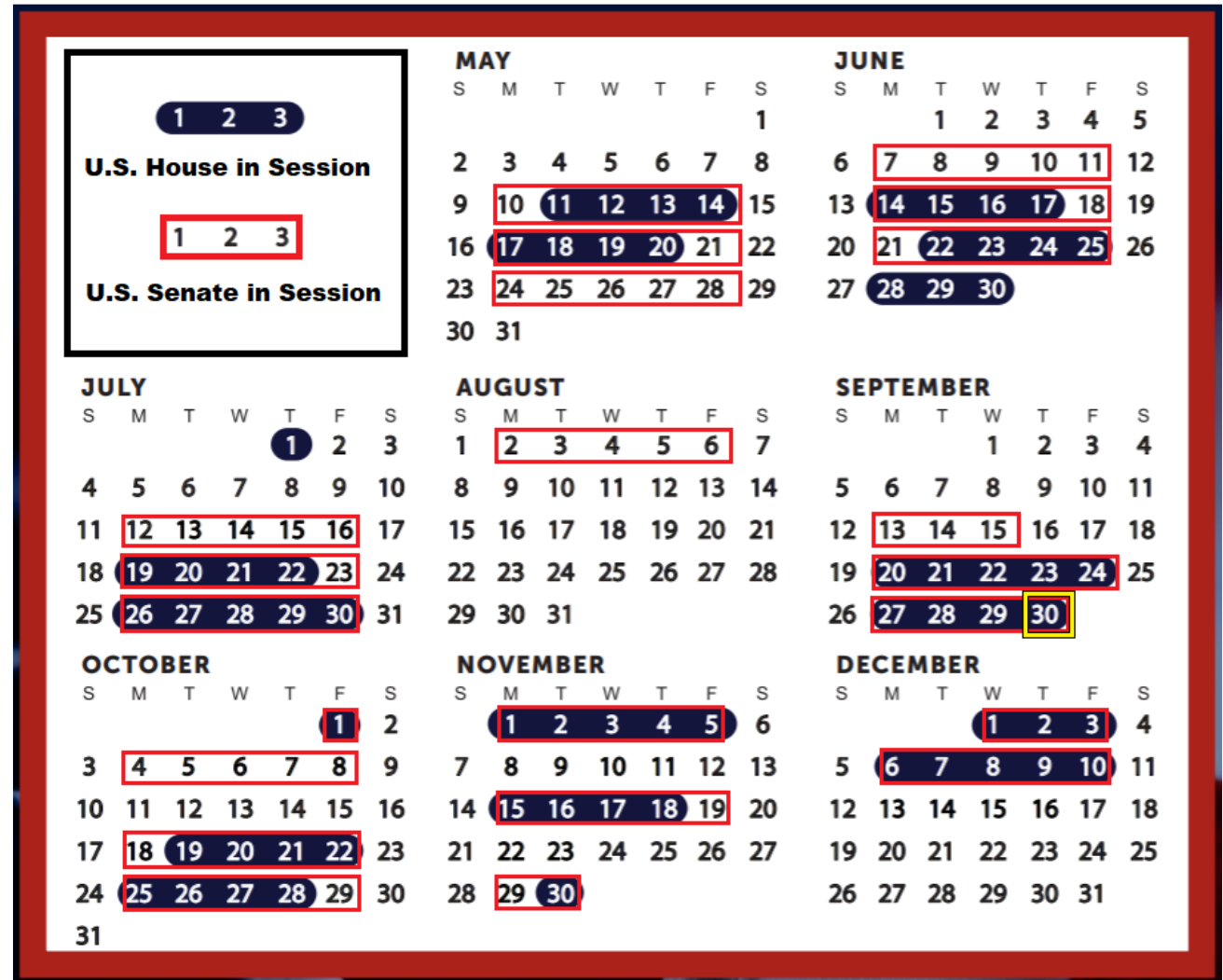
# Federal Transportation Reauthorization

## Senate EPW Committee Bi-Partisan Bill—Improving Project Delivery

- Codifies core portions of the “One Federal Decision” policy including two-year goal for environmental reviews, page limits for environmental documents, and requirements for agencies to adopt rulemaking to adopt categorical exclusions identified by U.S. DOT.
- Authorizes federal resource agencies to use environmental document prepared previously by FHWA addressing the same action.
- Requires U.S. DOT Secretary to track and annually submit to Congress a report detailing completion times for EIS and EA under NEPA.

# 2021 Tentative Congressional Session Calendar

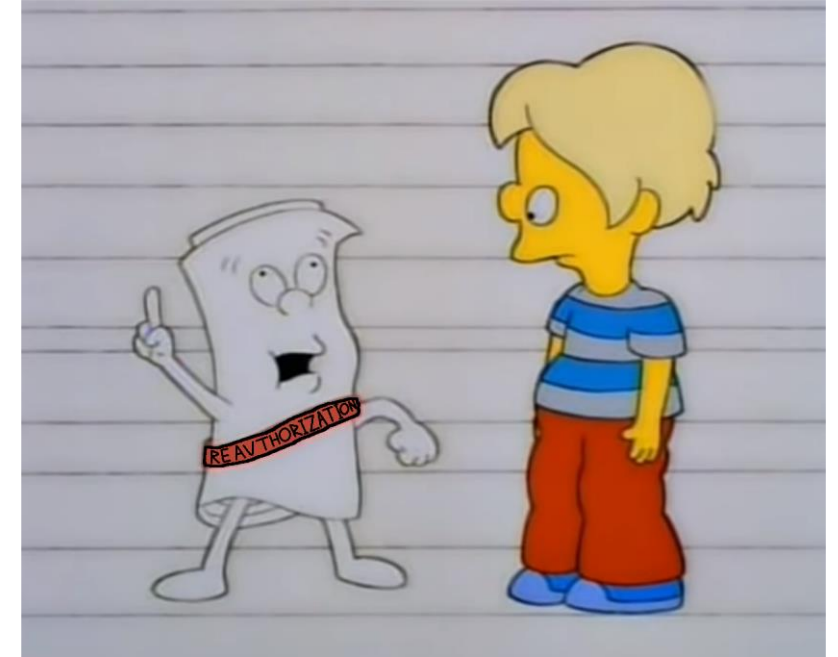
- Senate EPW Committee passed its reauthorization portion on May 26<sup>th</sup>. Other committees will consider their portions.
- House T&I Committee passed its version at 5am on June 10<sup>th</sup>. Scheduled for House floor during week of June 28<sup>th</sup>.
- Current FAST Act extension and all FY21 appropriations expire on September 30<sup>th</sup>.



# Federal Transportation Update

## Presentation Wrap-Up

- Overlap of “Infrastructure” bill and reauthorization — TBD — however, long-term reauthorization by Oct 1<sup>st</sup> is critical as is passage of FFY22 Appropriations Act.
- New themes/goals common among the proposals: electric vehicle infrastructure deployment, carbon reduction incentives, and resiliency investments.
- Next two weeks appear to be critical in the path forward (regular order/bi-partisan vs. reconciliation).





Georgia Department of Transportation

# **INTERMODAL COMMITTEE**

## **Georgia Statewide Aviation System Plan Update**

**Leigh Ann Trainer**  
**Transit Program Manager**  
**June 16, 2021**

# Georgia Statewide Aviation System Plan

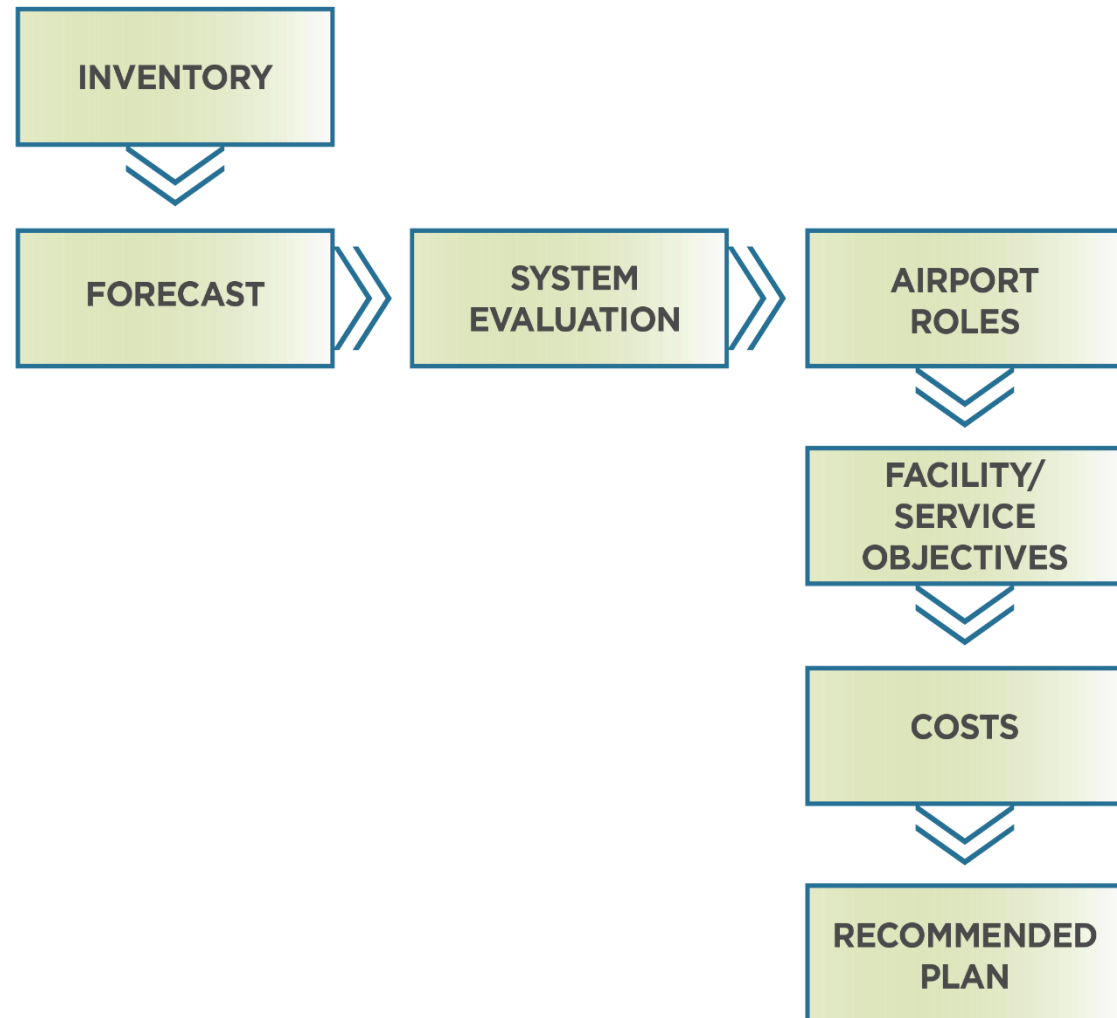
## STUDY PURPOSE

Provide key decision-making guidance, including:

- Determining current system performance and deficiencies
- Identifying airports/facilities needed to meet study objectives
- Recommending facilities/services for each airport to support the airport's role

- Follows FAA Advisory Circular guidelines
- Informs FAA's National Plan for Integrated Airport Systems (NPIAS)
- Findings should be considered airport master planning

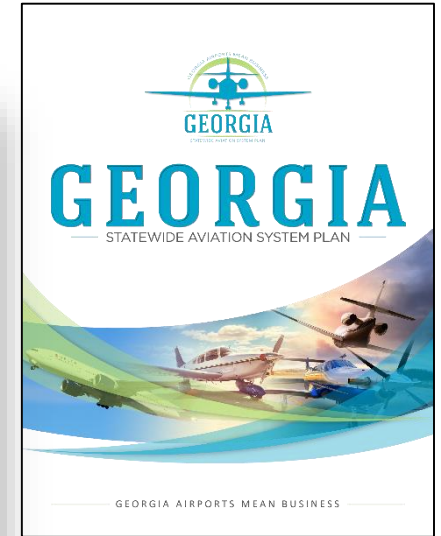
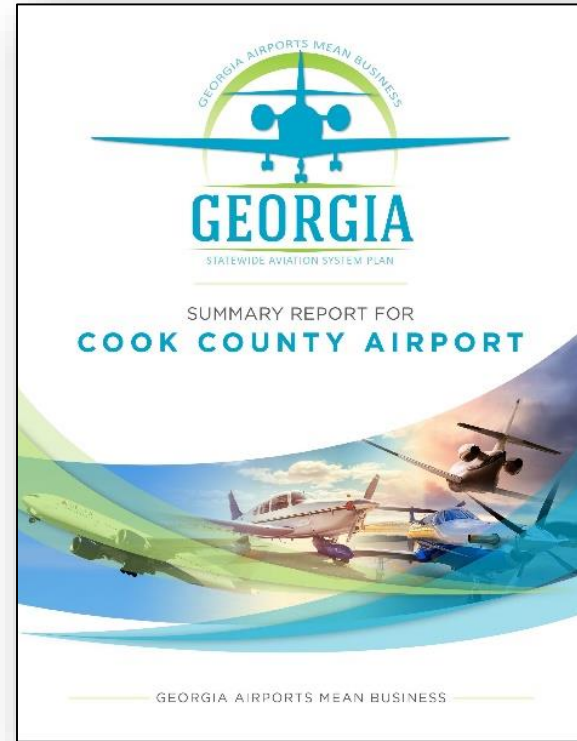
## GDOT SYSTEM PLANNING PROCESS





# Study Documentation

- **Technical Report** documents analyses, findings, and recommendations
- **Executive Summary** provides a high-level summary of the technical analysis
- **Individual Airport Reports** provide:
  - Airport-specific recommendations
  - Airport report card
  - Estimated development costs
  - Information on land use compatibility analysis
  - RPZ information
- **Video** highlighting the Study findings, recommendations, and community successes

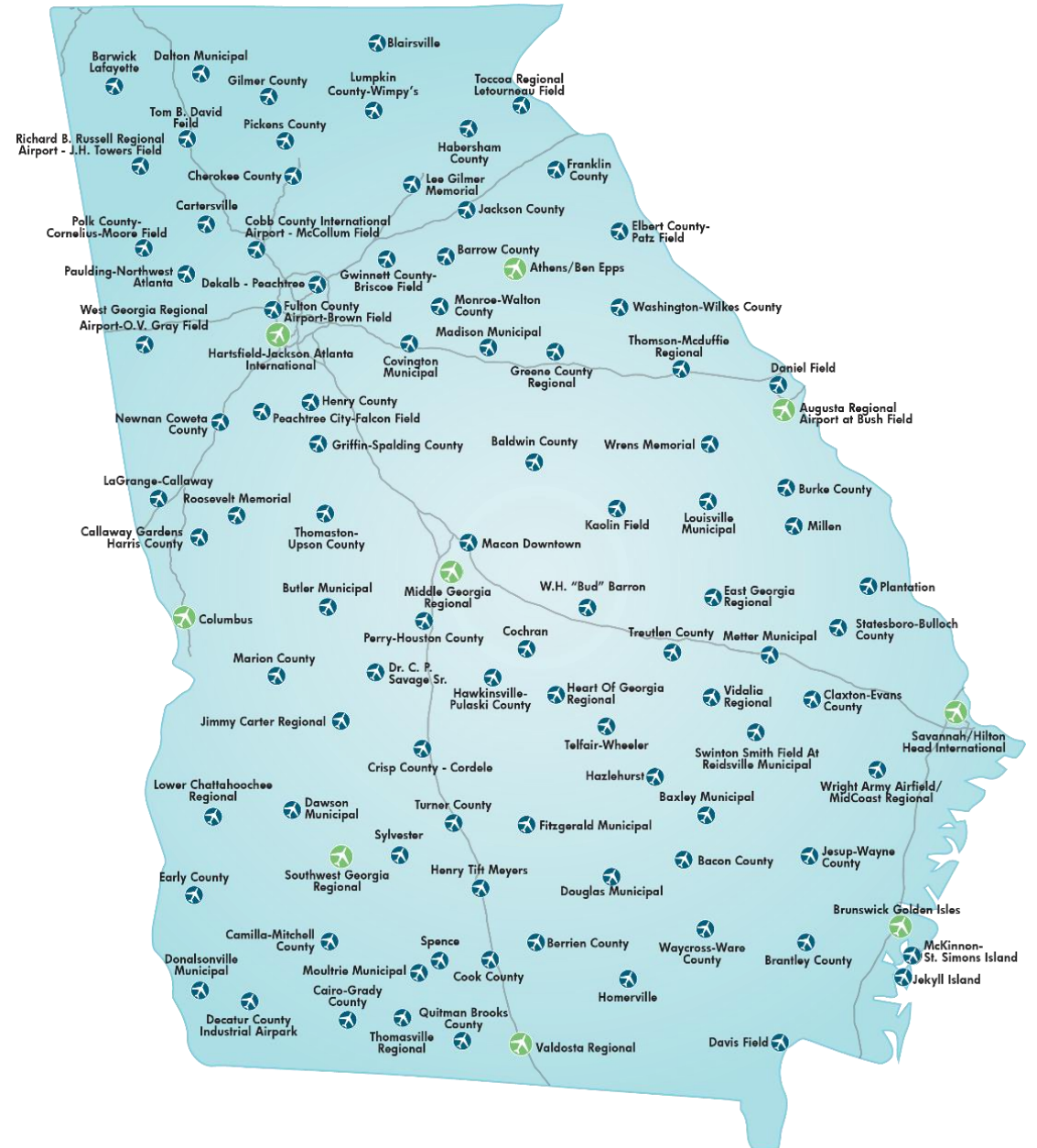




# Existing Georgia Airport System

- 8 commercial airports
- 95 general aviation airports
- 94% of Georgia airports are in the NPIAS
- Over 1.5 million annual commercial enplanements (excludes ATL)\*
- Over 48,000 annual takeoffs/landings by commercial airlines\*
- More than 4,900 based aircraft
- Almost 1.5 million annual general aviation aircraft takeoffs/landings\*

\*Prior to COVID-19



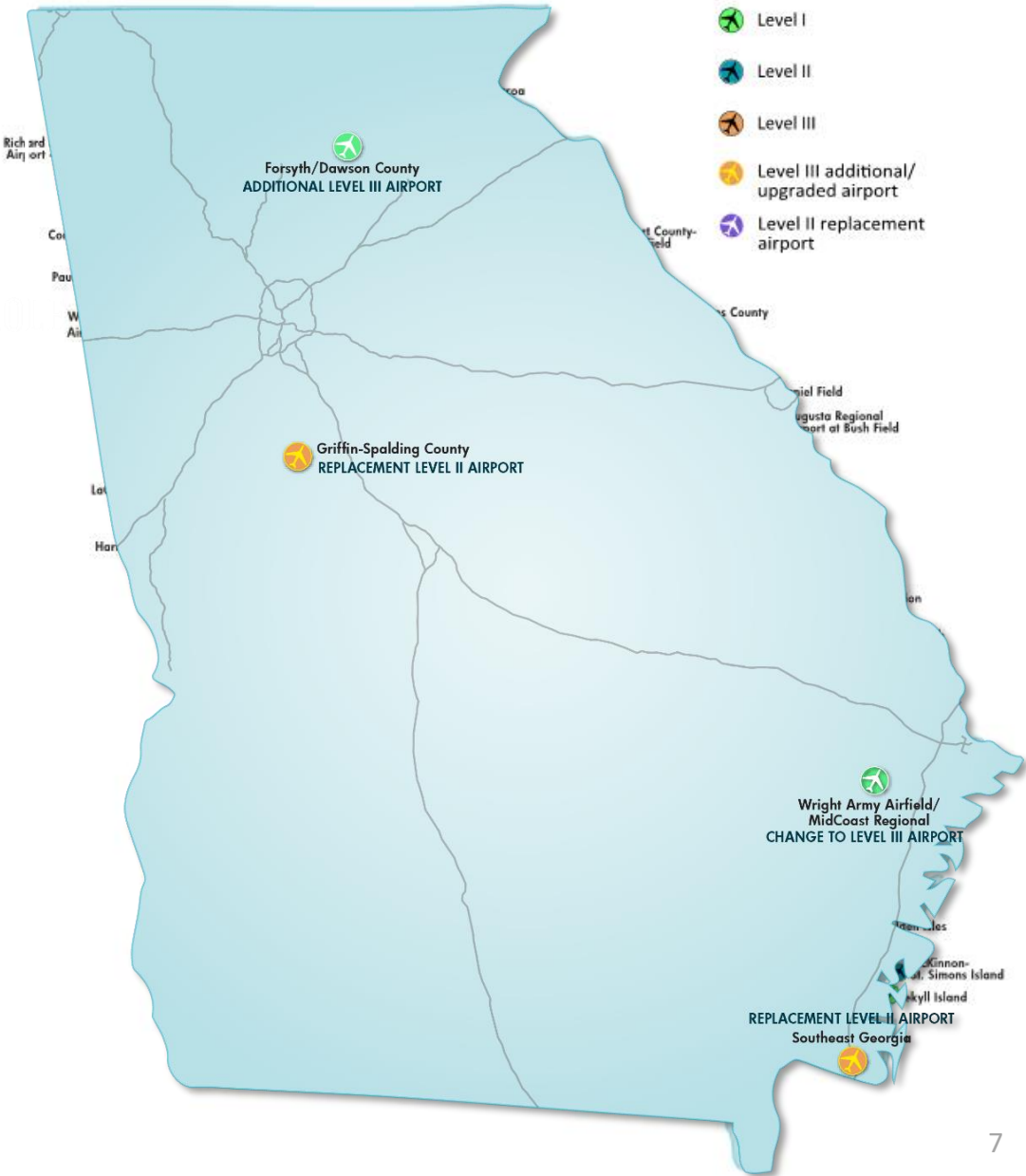
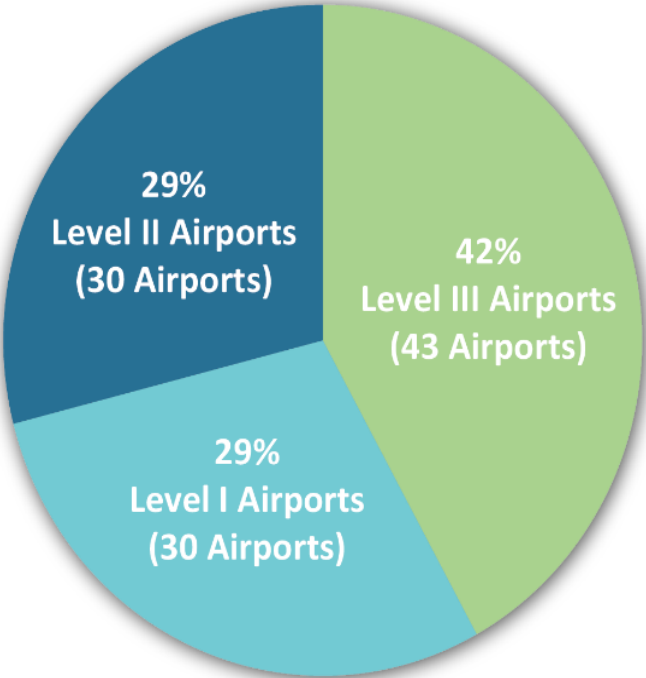
# Roles for Georgia Airports

AIRPORT LEVEL	LEVEL I MINIMUM GENERAL AVIATION AIRPORT	LEVEL II LOCAL IMPACT BUSINESS AIRPORT	LEVEL III REGIONAL IMPACT BUSINESS AIRPORT
RUNWAY LENGTH	4,000 feet	5,000 feet	5,500 feet
RUNWAY WIDTH	75 feet	100 feet	100 feet
APPROACH TYPE	Non-Precision	Non-Precision	Vertically-Guided*
WEATHER REPORTING	Not An Objective	AWOS/ASOS**	AWOS/ASOS**

\* Vertically Guided Approaches includes Instrument Landing System (ILS) & Localizer Performance with Vertical Guidance (LPV)  
 \*\*AWOS – Automated Weather Observation System, ASOS - Automated Surface Observation System

# Recommended Airport System

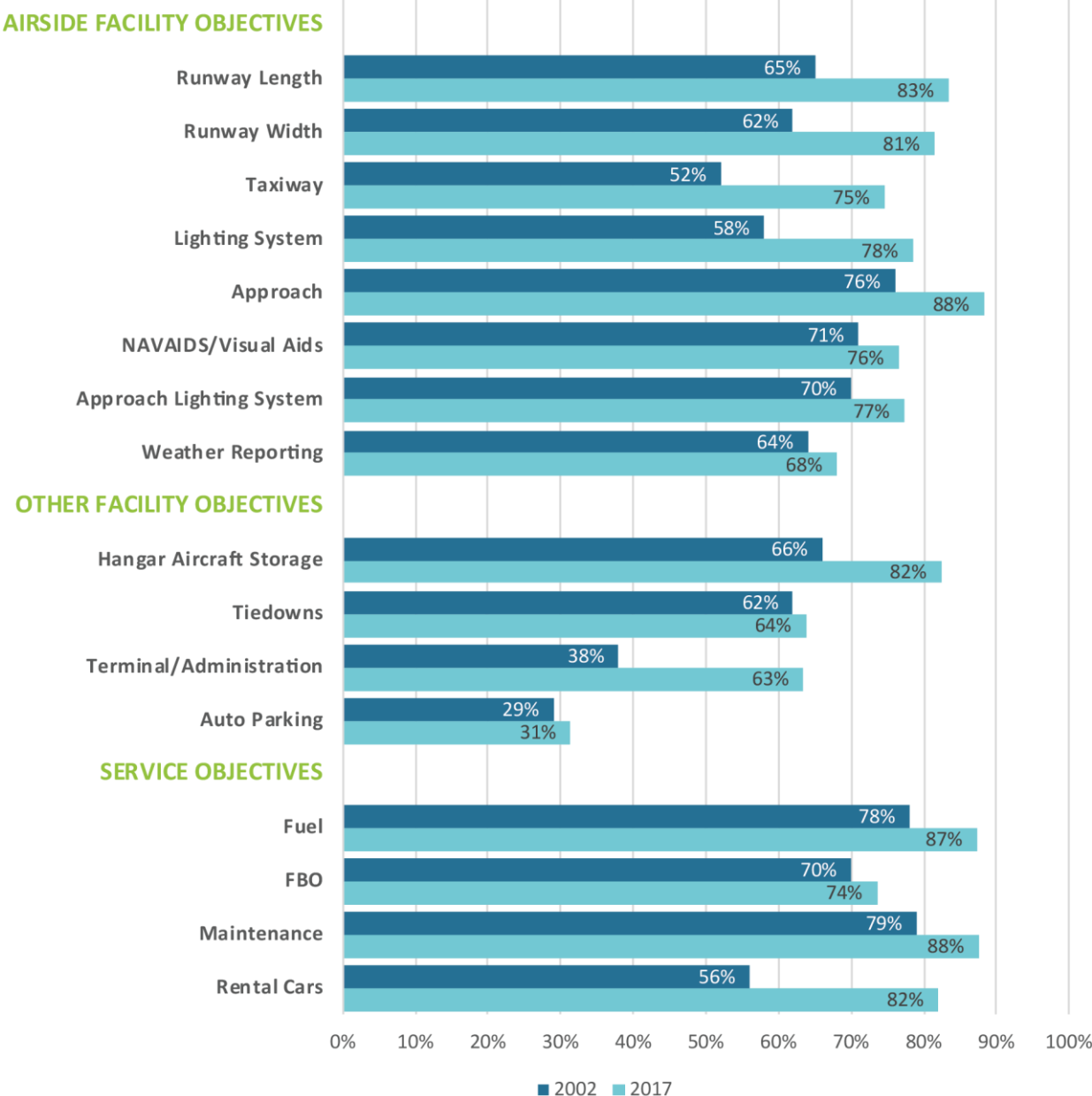
SYSTEM DISTRIBUTION BY RECOMMENDED ROLE



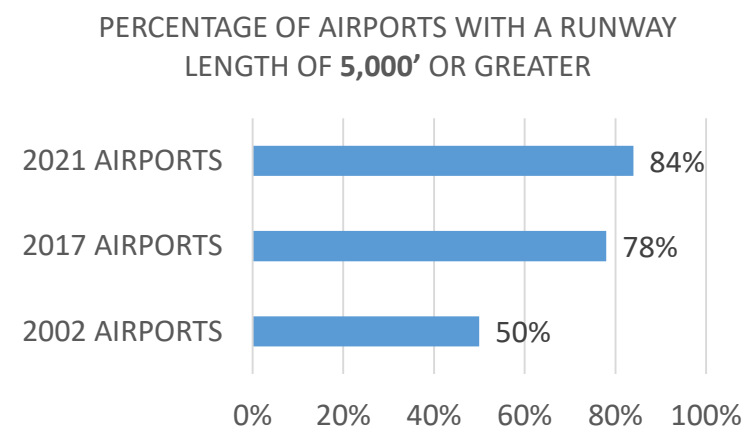
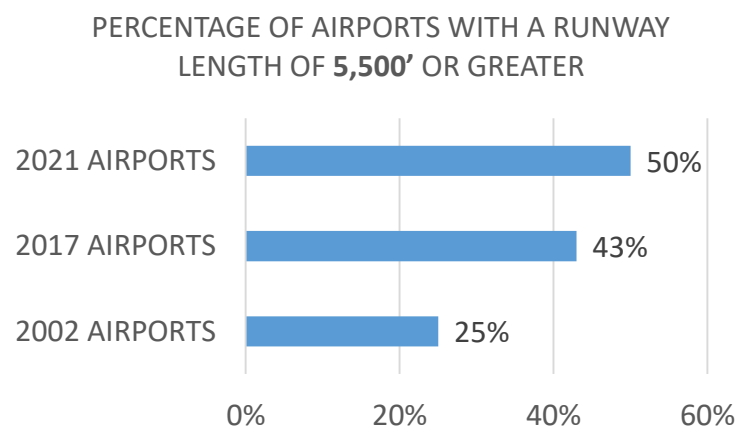
# Current System Performance / Accessibility

SYSTEM PERFORMANCE MEASURE	CURRENT ACCESSIBILITY RATING
60-MINUTE PROXIMITY TO AN AIRPORT WITH SCHEDULED COMMERCIAL AIRLINE SERVICE .....	85.1%
30-MINUTE PROXIMITY TO ANY AIRPORT.....	93.7%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ANY PUBLISHED APPROACH .....	93.1%
45-MINUTE PROXIMITY TO AN AIRPORT WITH AN APPROACH THAT PROVIDES VERTICAL GUIDANCE .....	98.9%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ON-SITE WEATHER REPORTING EQUIPMENT .....	91.3%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 4,000 FEET LONG.....	93.0%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 5,000 FEET LONG.....	92.0%
45-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 5,500 FEET LONG.....	97.7%
PRIMARY RUNWAYS MEETING A PAVEMENT CONDITION INDEX (PCI) OBJECTIVE OF 70.....	81.0%

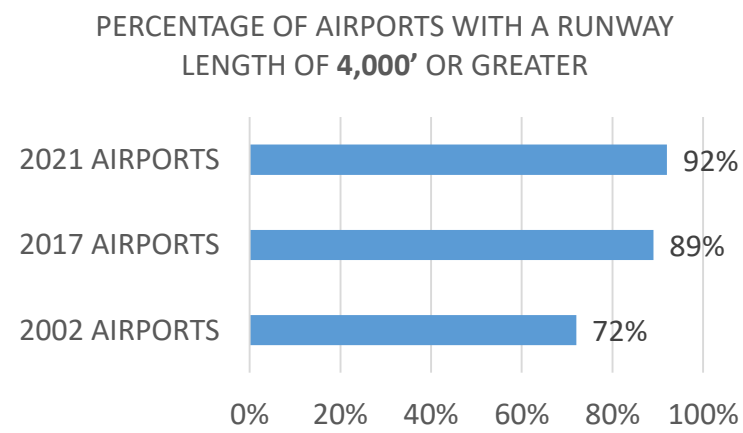
# Full System Objective Improvements



# Changes in System Performance Since 2002



2008 Air Georgia Program included 18 runway extensions at \$28M  
2018 Runway Extension Program - \$26M to extend runways to 5,000 ft. or more in 13 communities

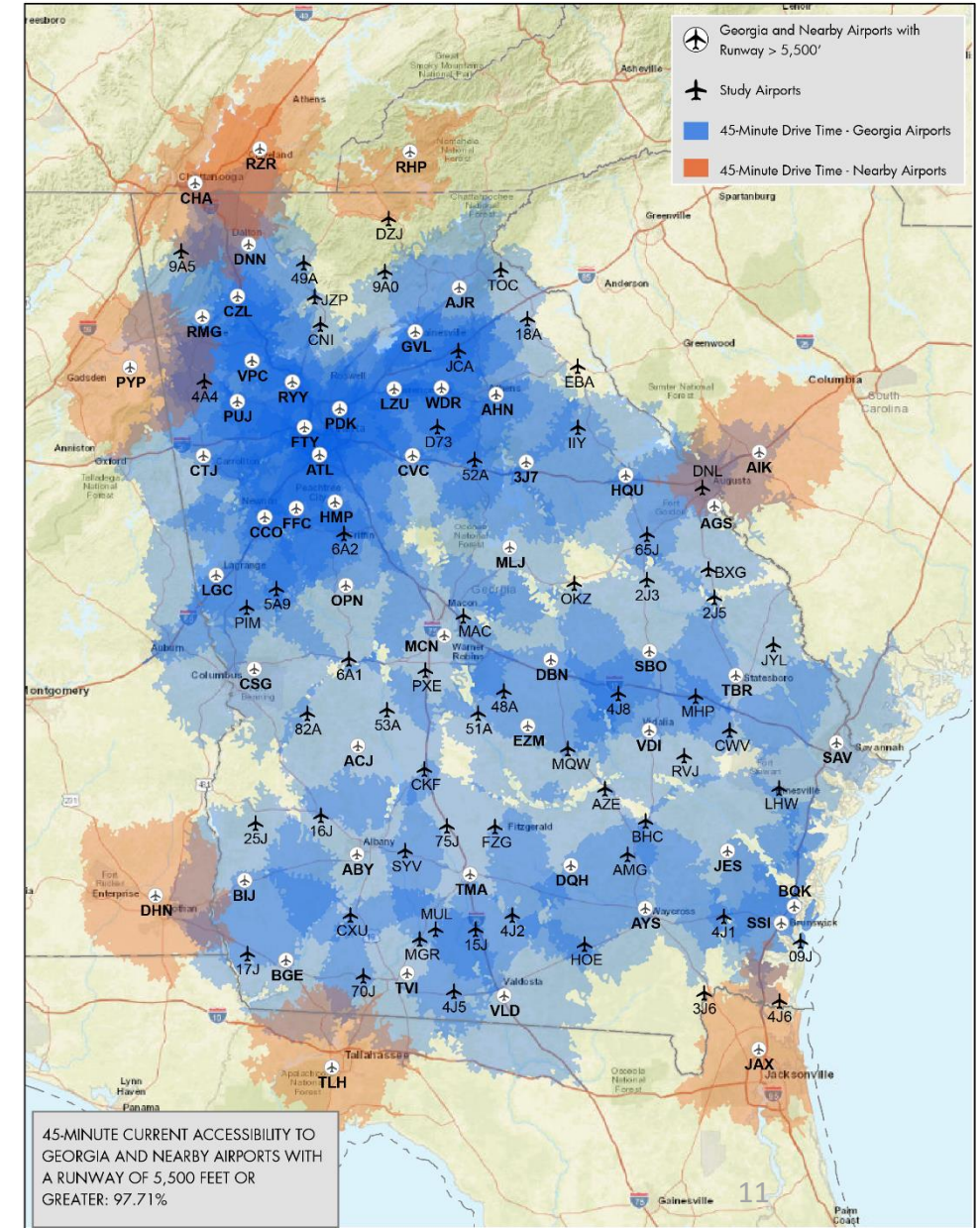




# Accessibility to 5,500 Foot Runways

- Business aviation fastest growing segment of general aviation
- 5,500-foot runways can accommodate 95% of the business aircraft fleet
- Runway length objective for Level III airports is 5,500 feet
- Accessibility for this measure for Georgia airports is 97% and almost 98% inclusive of airports in surrounding states
- Currently 44 airports have a runway length of 5,500 feet, and 24 airports have a runway length of 6,000 feet or more

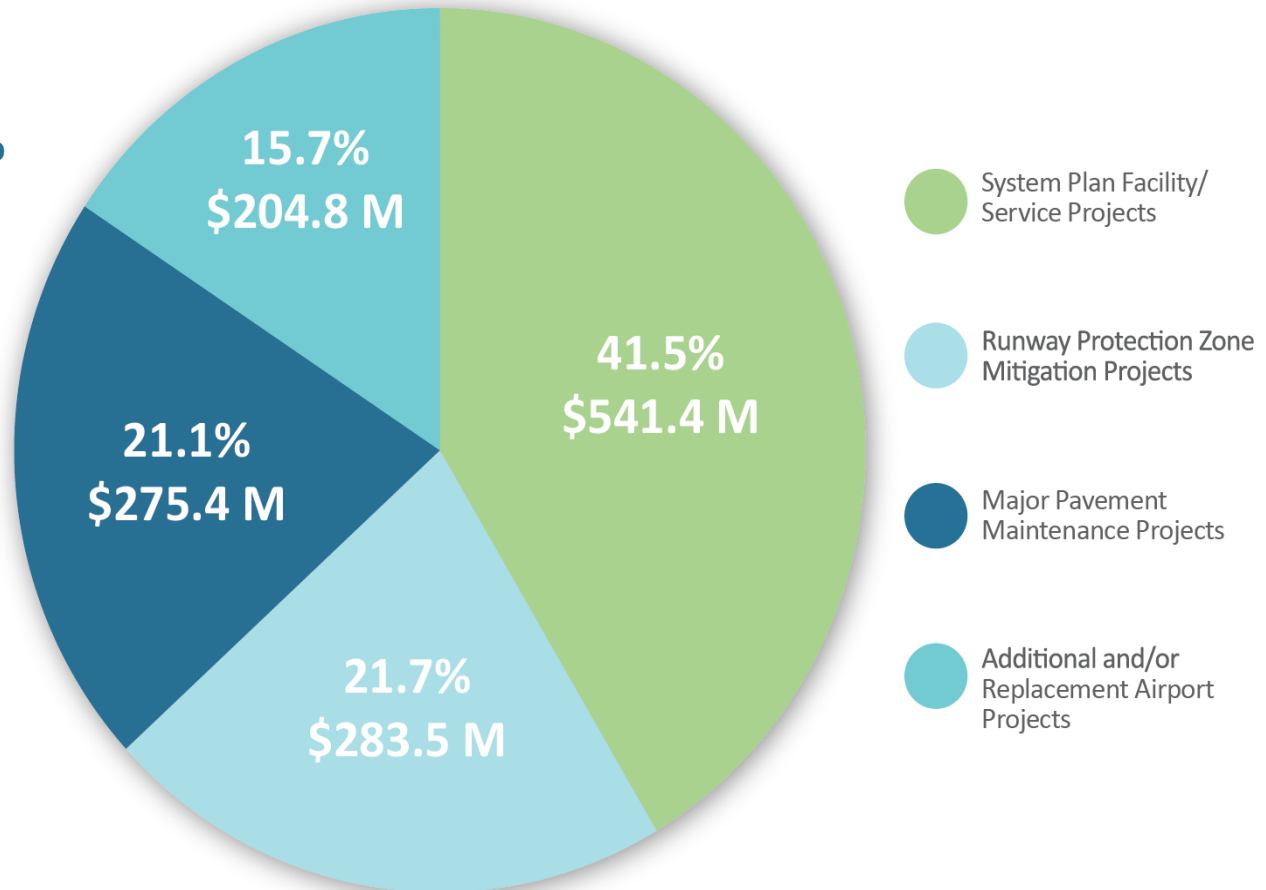
ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WHERE RUNWAYS ARE 5,500 FEET LONG OR LONGER WITH 45 MINUTE DRIVE TIME



# Total Estimated Development Costs from System Plan: \$1.3 Billion

## Estimated Costs by Airport Level

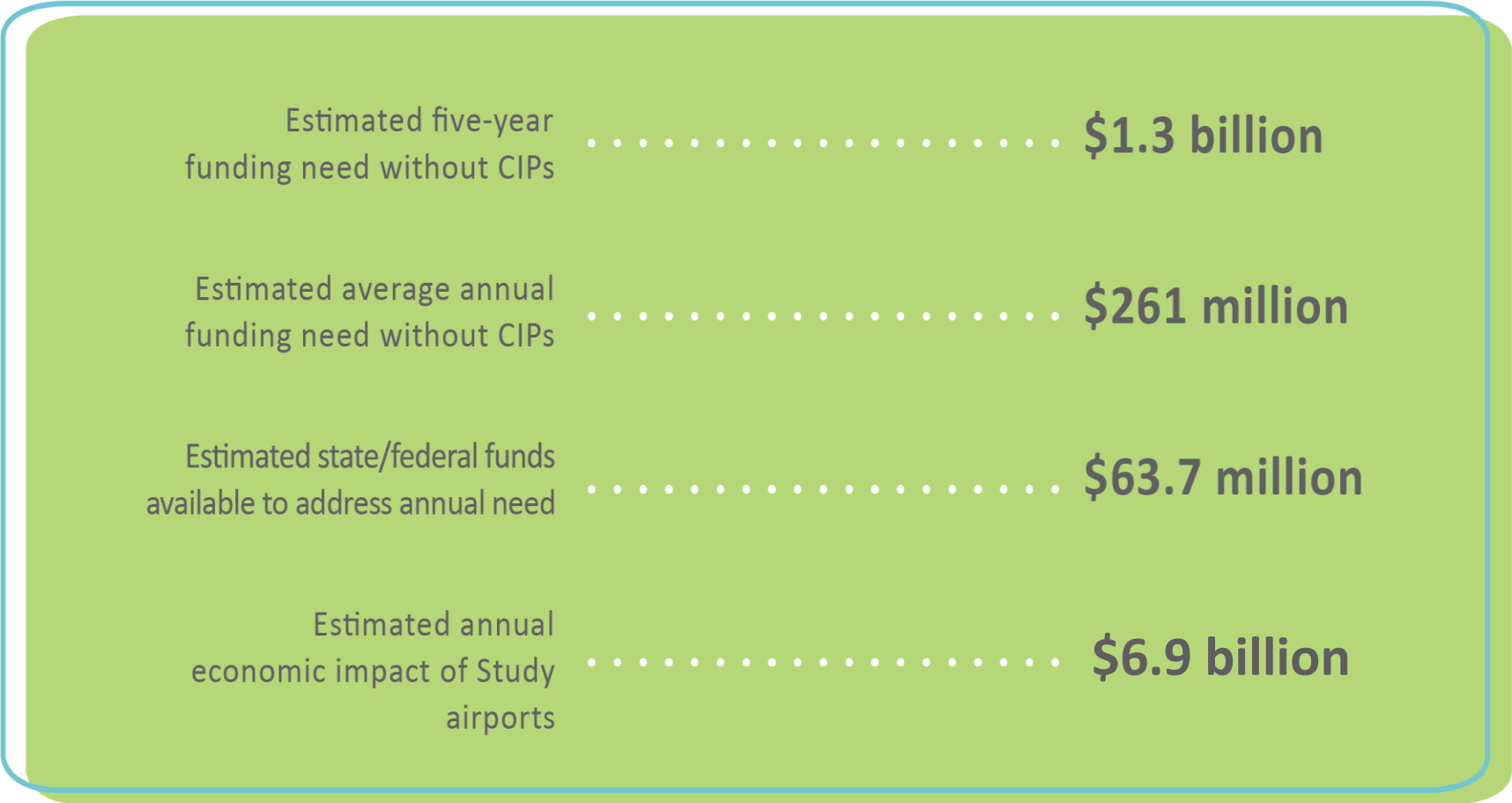
- Level III Commercial: **13.1%**
- Level III General Aviation: **43.6%**
- Level II: **29.7%**
- Level: **13.5%**





# System Needs vs. System Benefits

## SUMMARY OF FINDINGS



# Southern States FY21 Airport Annual Investment

Southern States	FY21 Airport Aid Program	No. Public Use Airports
Florida	\$329,291,639	130
North Carolina	\$125,543,540	72
Kentucky	\$20,006,200	57
Georgia	\$16,359,425	103
Tennessee	\$15,000,000	78
South Carolina	\$9,478,867	58
Mississippi	\$4,404,000	80
Alabama	\$3,300,000	76

# Recommended Performance Improvements

- Improve Airport Pavement condition
- Provide all Georgia residents with accessibility to Level III airports within a 45-minute drive
- Upgrade Wright Army Airfield from Level II to Level III
- Additional Level III general aviation airport needed in the Dawson/Forsyth county area
- Replacement of Level II Griffin-Spalding County Airport
- Replacement of recently closed Level II St. Mary's Airport

# Status of Performance Improvements

- Pavement Management Study focused on prioritizing pavement maintenance and rehabilitation
- Governor Deal's Initiated Runway Extension Program
- Wright Army Airfield upgraded to Level III
- Working with City of Dawsonville to add Level III Airport
- Replacement of Griffin-Spalding County Airport underway
- Camden County/St. Marys Area considering relocation of the closed airport

# Airport System Planning Projects Look Ahead

- Statewide Airport Obstruction Surveys using LiDAR\*
- Improve Local Control of Runway Protection Zones
- Air Cargo Study
- Development of Statewide Airport Land Inventory

- \*Light Detection and Ranging

# Questions?



## SUMMARY OF FINDINGS

Estimated five-year funding need without CIPs	.....	<b>\$1.3 billion</b>
Estimated average annual funding need without CIPs	.....	<b>\$261 million</b>
Estimated state/federal funds available to address annual need	.....	<b>\$63.7 million</b>
Estimated annual economic impact of Study airports	.....	<b>\$6.9 billion</b>



# **PROPERTY UTILIZATION COMMITTEE**


## **Update to Board Rule 672-11**



**Patrick Allen, P.E.**  
**State Utilities Engineer**  
**June 16, 2021**







DIVISION OF OPERATIONS  
OFFICE OF UTILITIES

  
 Georgia Department of Transportation

## Utility Accommodation Policy and Standards

### 2016

Utility Accommodation Policy and Standards Manual 2016  
Revised: 12/01/2018

Atlanta, Georgia





# Highlights

- GDOT Utilities Program Overview
- Rule Update Purpose and Need
- Industry Feedback
- Proposed Revisions  
Board Rule 672-11
- Open Rule for Public Comment



# GDOT Utility Program Overview

**1.**

## Utility Permitting & Inspection – Initial Installation

### The GDOT Office of Utilities reviews



**14,000+**

#### Utility Permit Submittals Per Year

Resulting in roughly 9,000 approved permits.

### Each permit review:



Requires a detailed and thorough analysis by engineering technical staff prior to approval plus oversight during construction by the utility owner.



**2.8 days**

#### Average Permit Turnaround Time in 2020

The Office of Utilities eclipsed its goal of processing permits in less than 5 days.



Is reviewed for accuracy, completeness and compliance with the GDOT Utility Accommodations and Policy Standards Manual (UAM) governing document for utility accommodations in state highway rights of way.

# GDOT Utility Program Overview

## 2.

### Project Utility Coordination

Process Part 1 (cont.)

**200**

Each quarter nearly **200** deliverables are due for Construction Work Program (CWP) projects in accordance with the baseline project schedule.



Utility coordination activities **must be completed within 60 days** in conjunction with each utility owner with facilities within the project limits.



The Utilities staff also provides technical support on **non-CWP projects** such as Quick Response, Invitation to Bid (ITB), and routine maintenance. Permits and projects are managed by dedicated GDOT staff Utility Engineers and supplemented by Utility Coordination Consultants.



Of the **coordination and certification activities** must be completed in accordance with the baseline schedule due date.

# GDOT Utility Program Overview

3.

## Utility Relocation & Construction Management

Process Part 2



The Utilities team is responsible for **reviewing and approving Utility Adjustment Schedules (UAS)** which typically exceed 200 calendar days for a given utility relocation.



**Once GDOT certifies that all utility conflicts have been addressed and the project is ready for construction,** the Utilities staff is responsible, in conjunction with the highway contractor and Utility owner, for ensuring the activities identified in preconstruction are completed during construction without causing delays to the project.



**Project delays** due to utilities is an issue nationally but GDOT has set and exceeded a target of less than 5 utility related delays each year. Historically **30%** of all construction delays could be attributed to utilities.



**477** Active Construction Projects

# GDOT Utility Program Overview

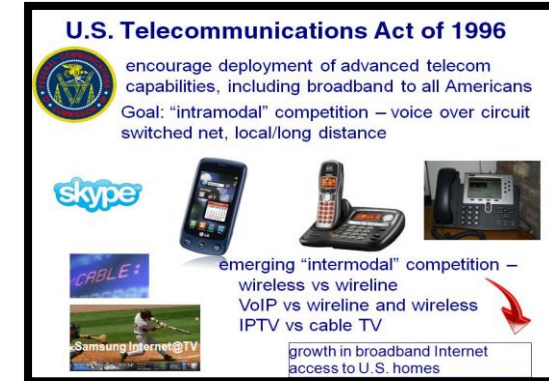
Permitting, Utility Coordination, and Utility Relocation & Construction Management

- ➔ **37 internal GDOT District personnel** - provide day to day permit review and utility project management activities
- ➔ **30 imbedded consultants** - collectively provide a wide range of utility activities including permitting, utility coordination, utility inspection, training, and outreach activities for utility owners and design staff
- ➔ **17 State (General) Utilities Office professionals** - responsible for project certification, program oversight, policy development and contract management



# Purpose and Need

- STB Rule 672-11 Fee Structure
  - Modernize
  - Streamline
  - Consolidate
- Connectivity Across Georgia
  - Thousands of Miles Telecommunications and Other Utility infrastructure on GDOT Rights-of-Way





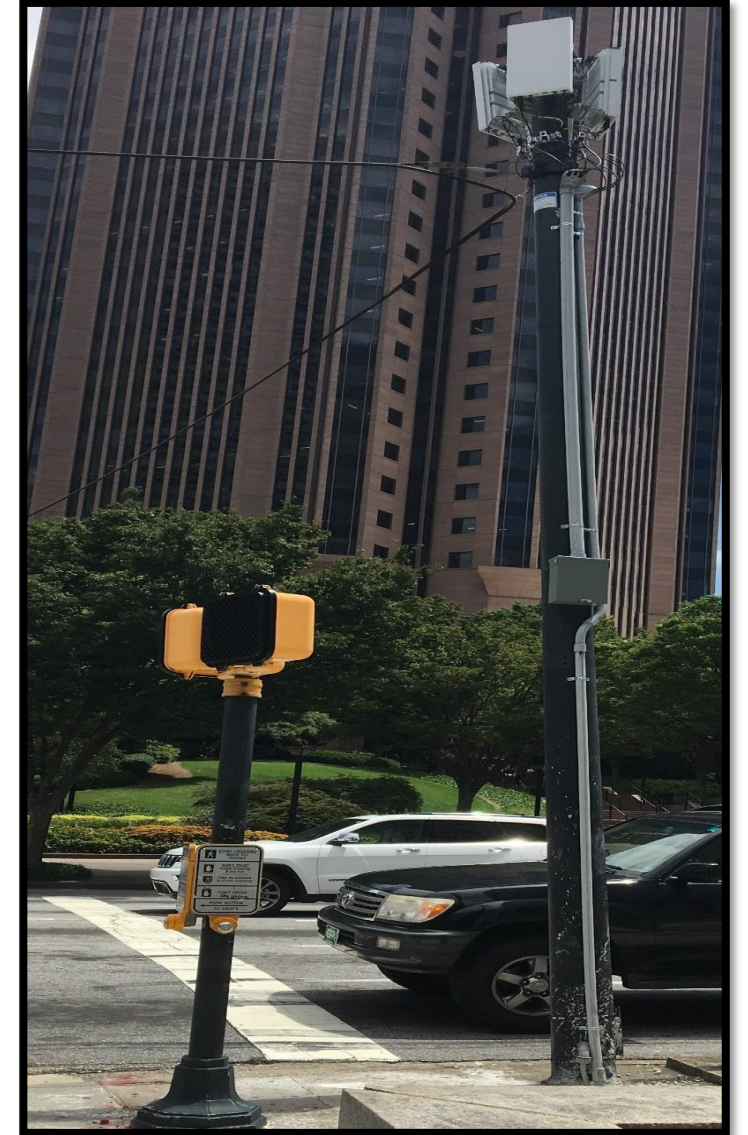
# Technological Advancements

## Redefine **Trunk Communications** and **Long-Distance Cable**

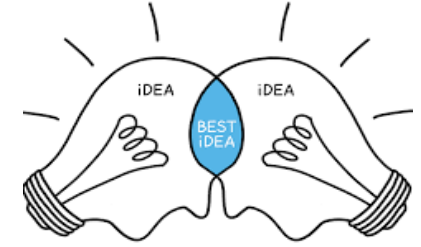
- “Broadband” = High Speed internet Access
  - Copper Lines
  - Coaxial Cable
  - Fiber optics
  - Wireless



**Broadband Services:** *Wired or wireless service that consists of the capability to transmit data to and from end users and in combination with such service provides: (1) Access to the internet; (2) Computer processing, information storage, or protocol conversion; or (3) Any application or information content to be provided over or through broadband.*



# Industry Feedback



- Contribute to Future Expansion of Broadband Deployment to Unserved Locations
  - Support GDOT efforts to promote Broadband connectivity
  - Collaboration with Department of Community Affairs (DCA) and the Georgia Technology Authority
  - Rule applicability to local agencies
- Federal and State Code Compliance
  - Affirm GDOT Authority
  - Reasonable, cost based, non-discriminatory, competitively neutral, and publicly available
- Clarity on Impacts to Existing ROW Use Agreements
  - Non-Communications Utilities

## CURRENT

Long Distance and Trunk Communications Cables;  
Permit Fee Schedule

Rate Class	Location	Annual Fee
L	Along local roads in rural areas	\$1,000/mile
	Along State Highways in rural areas:	
R1	Where traffic is less than 2,000 vehicles per day	\$1,000/mile
R2	Where traffic is 2,000 vehicles per day or more	\$2,000/mile
U	Along roads and streets inside urban areas	\$5,000/mile

## PROPOSED

Issuance of Permits, Permit Fees, and Alternative  
Procedure for Assessing Fees for Communication Utilities

Communication Cable Permits			Wireless Facility Permits
Application Fee (One-time)	> 1 mile \$1,400	< 1 mile \$742	\$742
Annual Fee (Recurring)	> 1 mile \$300	< 1 mile \$300	\$270

Asking now for Board approval to open the Board Rules  
and post the draft for public comment  
with a deadline of August 5, 2021.

## FEE MODERNIZATION IN ACTION

Rural	Year 1	Current Rule	New Rule	% Change	10-Year Total ROW Fees Paid to GDOT	Current Rule	New Rule	% Change
	1 Mile	\$2,000	\$1,700	-15%	1 Mile	\$20,000	\$4,400	-78%
	5 Miles	\$10,000	\$1,700	-83%	5 Miles	\$100,000	\$4,400	-96%
	1/2 Mile	\$1,000	\$1,042	4%	Less than 1/2 Mile	\$10,000	\$3,742	-63%
Urban	Year 1	Current Rule	New Rule	% Change	10-Year Total ROW Fees Paid to GDOT	Current Rule	New Rule	% Change
	1 Mile	\$5,000	\$1,700	-66%	1 Mile	\$50,000	\$4,400	-91%
	5 Miles	\$25,000	\$1,700	-93%	5 Miles	\$250,000	\$4,400	-98%
	1/2 Mile	\$2,500	\$1,042	58%	Less than 1/2 Mile	\$25,000	\$3,742	-85%





Georgia Department of Transportation

# COMMITTEE OF THE WHOLE I-285 Express Lanes Update

Meg Pirkle, P.E.  
Chief Engineer  
June 16, 2021

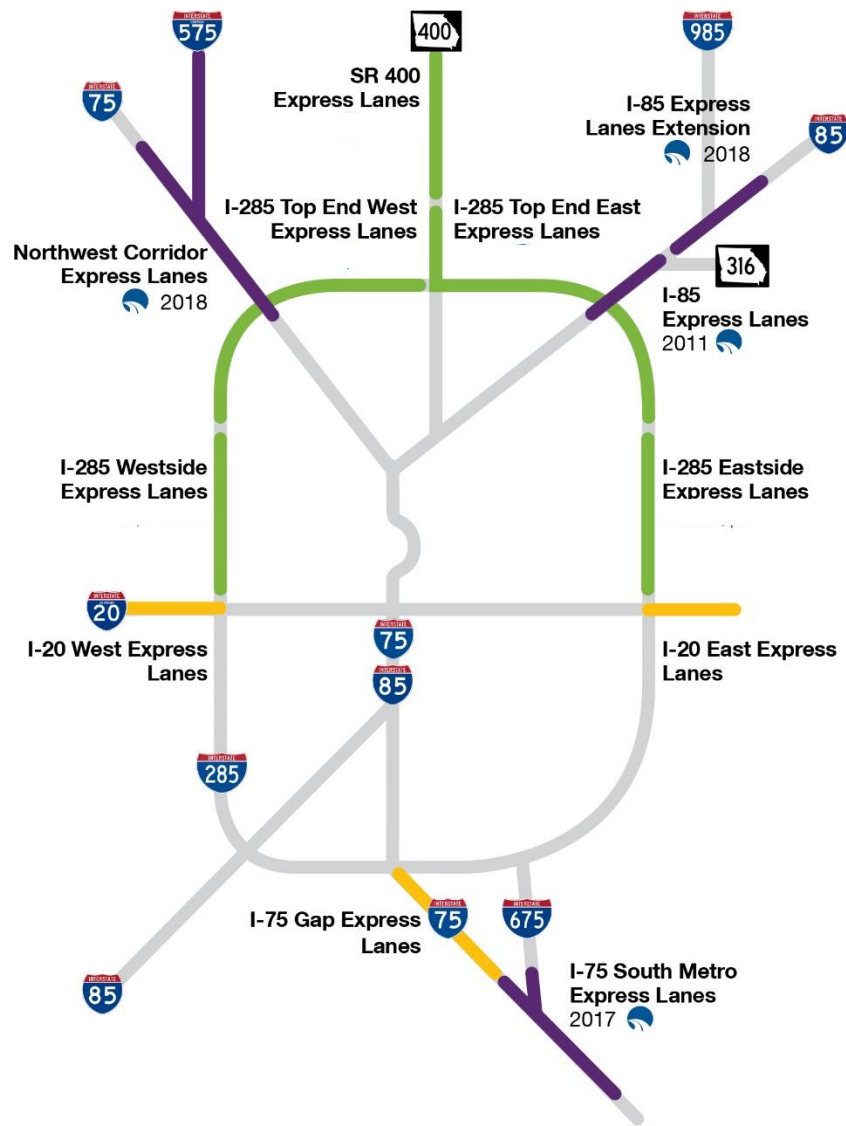


# Agenda

- Where We Are Today
- Where We're Going
- Current Activities & Next Steps



# Express Lanes In Georgia



## In Operation

I-85 Express Lanes  
I-75 South Metro Express Lanes  
Northwest Corridor Express Lanes  
I-85 Express Lanes Extension

## MMIP Projects

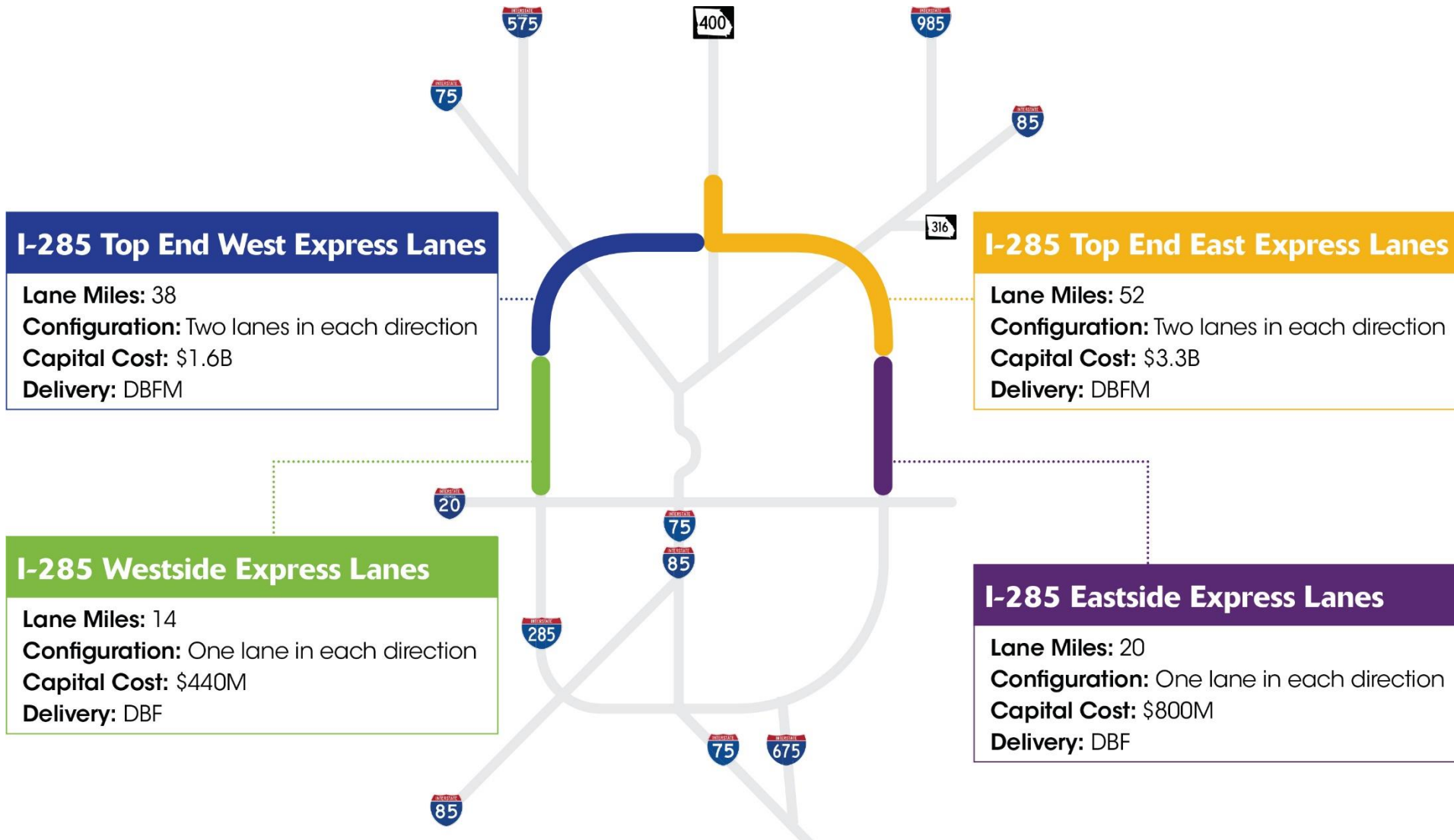
I-285 Eastside Express Lanes  
I-285 Top End East Express Lanes  
I-285 Top End West Express Lanes  
I-285 Westside Express Lanes  
SR 400 Express Lanes

## Long-Range

I-20 East Express Lanes  
I-20 West Express Lanes  
I-75 Gap Express Lanes

 **Open to Traffic Date**

# I-285 Express Lane Projects



# Current P3 Approach

## Availability Payment Model Public-Private Partnership

- P3 delivery of four major express lanes construction packages
- Limited Express Lane capacity and access locations
- Following Substantial Completion, GDOT/SRTA makes availability payments for 35 years with public funding



# New P3 Approach

## Private Revenue Model Public-Private Partnership

- Maximizes value, increases capacity, and improves user benefits: Express Lanes, General Purpose Lanes, and Transit
- Provides opportunity for additional access points
- More Express Lane capacity: 21% more lane miles
- More potential for enhanced transit



# Benefits of New P3 Approach

Customer-focused approach



Responsive to transit enhancements



Greater time savings with expanded corridor



Developer retains debt obligation



# Differences in P3 Models

## Current P3 Model

vs.

## New P3 Model

One express lane in each direction on  
I-285 Westside and I-285 Eastside

Two express lanes in each direction  
(all segments)

No physical separation of express lanes  
on I-285 Westside and I-285 Eastside

Barrier-separated lanes (all segments)

Developer only maintains I-285 Top End  
Express Lanes

Potential of full fence-to-fence maintenance by  
Developer(s) (all segments)

SRTA controls toll rates

Developer sets toll rates within specified  
contract parameters

Congestion-based variable tolling

Market-based variable tolling

P3 with Availability Payments (I-285 Top End only;  
I-285 Westside and I-285 Eastside are DBF)

P3 with 50-year private revenue risk contract  
(all segments)

35-year availability payments with public funds

Potential reduction in public funds

# Current Activities and Next Steps



Refining the concept and  
permitting documents



Currently refining  
procurement strategies  
and documents



Engagement with public,  
stakeholders, elected officials,  
and industry for input



Industry forum to be held  
later this year



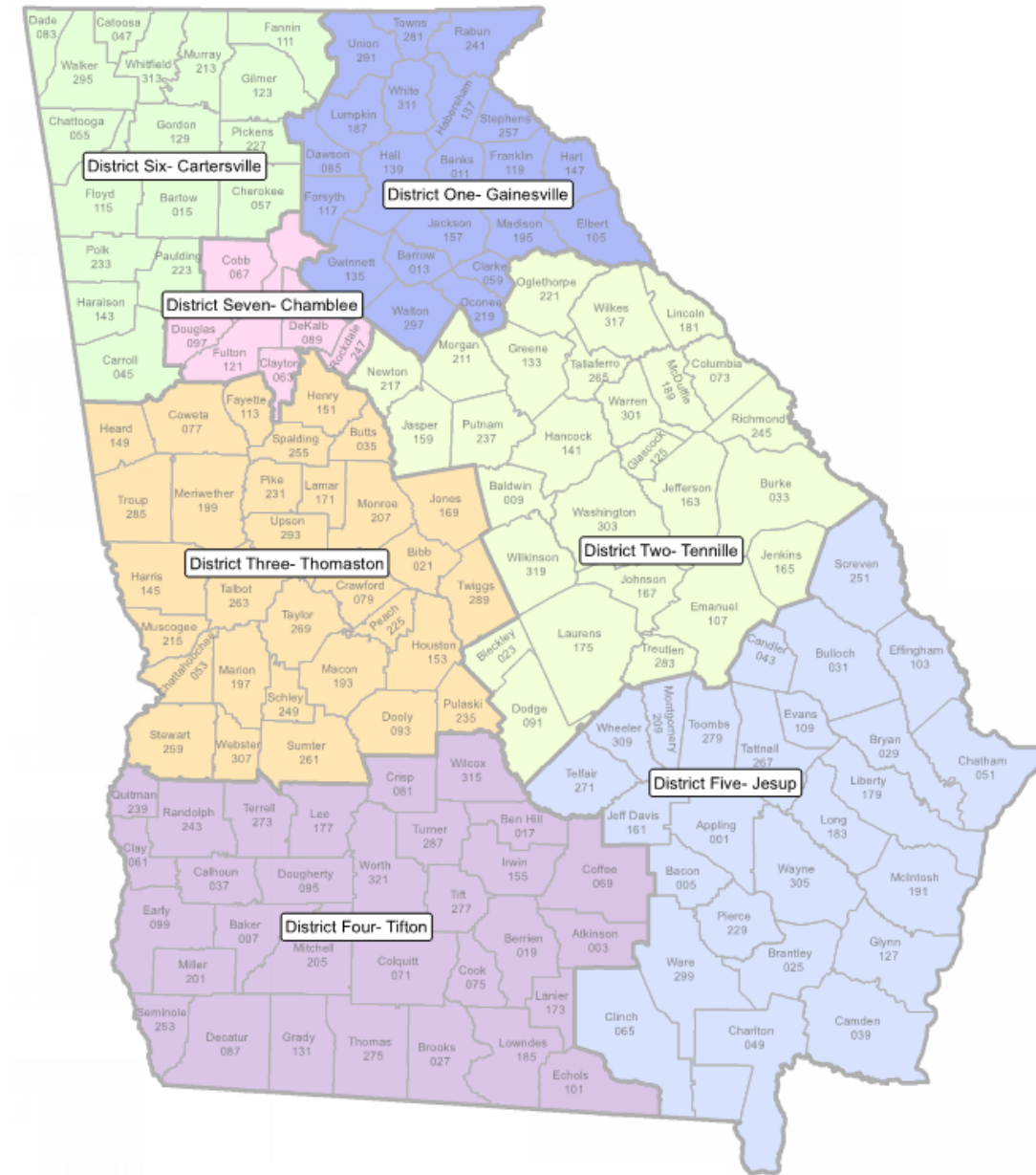


# Questions?



# COMMITTEE OF THE WHOLE District Update

**Mike Dover, P.E.**  
**Deputy Commissioner**  
**June 16, 2021**



# Overview

- District Operations During Pandemic
- District Response Efforts - COVID-19
- Project Updates
- Maintenance Activities
- Emergency Operations



# Signs of the Times

## District 4 Office COVID Protocols



**Front Hallway**



**Designated Appointment/Meeting Area**



**Employee Entrance**

# Virtual Introductions



*Join me virtually as I introduce you to Paul DeNard, P.E. new District Engineer for Georgia DOT District 7 metro Atlanta region.*



# Preconstruction – Survey

## SR31/US221 Passing Lanes, Lowndes County





# COVID 19 – Statewide GDOT Response

## Mutual Aid Partners:

- Georgia Emergency Management Agency
- Georgia Department of Public Health
- Georgia State Patrol
- Georgia Department of Natural Resources
- Georgia Forestry Commission
- Local Police
- Georgia National Guard
- Department of Defense
- Fulton County Dept. of Public Health
- Technical Colleges





# COVID 19 – Statewide GDOT Response





# COVID 19 – Statewide GDOT Response





# COVID 19 – Statewide GDOT Response

## Resource Request Statistics

**District 1 - 107**

**District 2 - 41**

**District 3 - 83**

**District 4 - 82**

**District 5 - 65**

**District 6 - 64**

**District 7 - 60**

**OEM – 48**

**Total Missions: 550**





# COVID 19 – Statewide GDOT Response

## Mega Test Site Operations – College Park





# COVID 19 – Statewide GDOT Response

## Mass Vaccination Sites



# Waycross Vaccination Site





# Bartow Vaccination Site







October 2019

# Project Updates

## Improving Freight Movement

### I-16 at I-75



June 2021



# Project Updates

## SR 25 at Pipemakers Canal, Chatham County





# Project Updates

## I-95 at Belfast Keller Road Interchange, Bryan County





# Project Updates

## SR 369 at Chattahoochee River, Forsyth/Hall Counties



## SR 9 at Dawson Forest Road, Dawson County



# Quick Response – SR 21BU, City of Springfield

## Effingham County





# Quick Response – US278/SR6 at SR113/Yorkville Road

## Polk County





# ITB – Shoulder Widening

SR 90, Atkinson County





# ITB – Short Line Striping

## SR 3 at SR 71, Whitfield County





# ITB – Pavement Preservation

## SR 46, Laurens County





# ITB – Pavement Preservation

## SR 73, Screven County





# In House – Chip Seal – Pavement Preservation

## SR 90, Atkinson County





# Drainage Repair

## SR 188, Thomas County





## SR 2 / SR 3 Catoosa County

- Downtown Ringgold
- Shattered Concrete Base
- Unstable Subgrade
- Drainage Issues





# Crack Sealing

## SR 19, Wheeler County





# Spall Repair





# Mechanically Cleaning Drains

## SR 520, Ware County





# Emergency Operations

## Winter Weather

- Prepared to Respond
- Mobility of Forces





# Emergency Operations

## Spring Storms

State Route 2, Rabun County





# Emergency Operations

## Spring Storms

State Route 180,  
Union County





# Emergency Operations

## Newnan Tornado

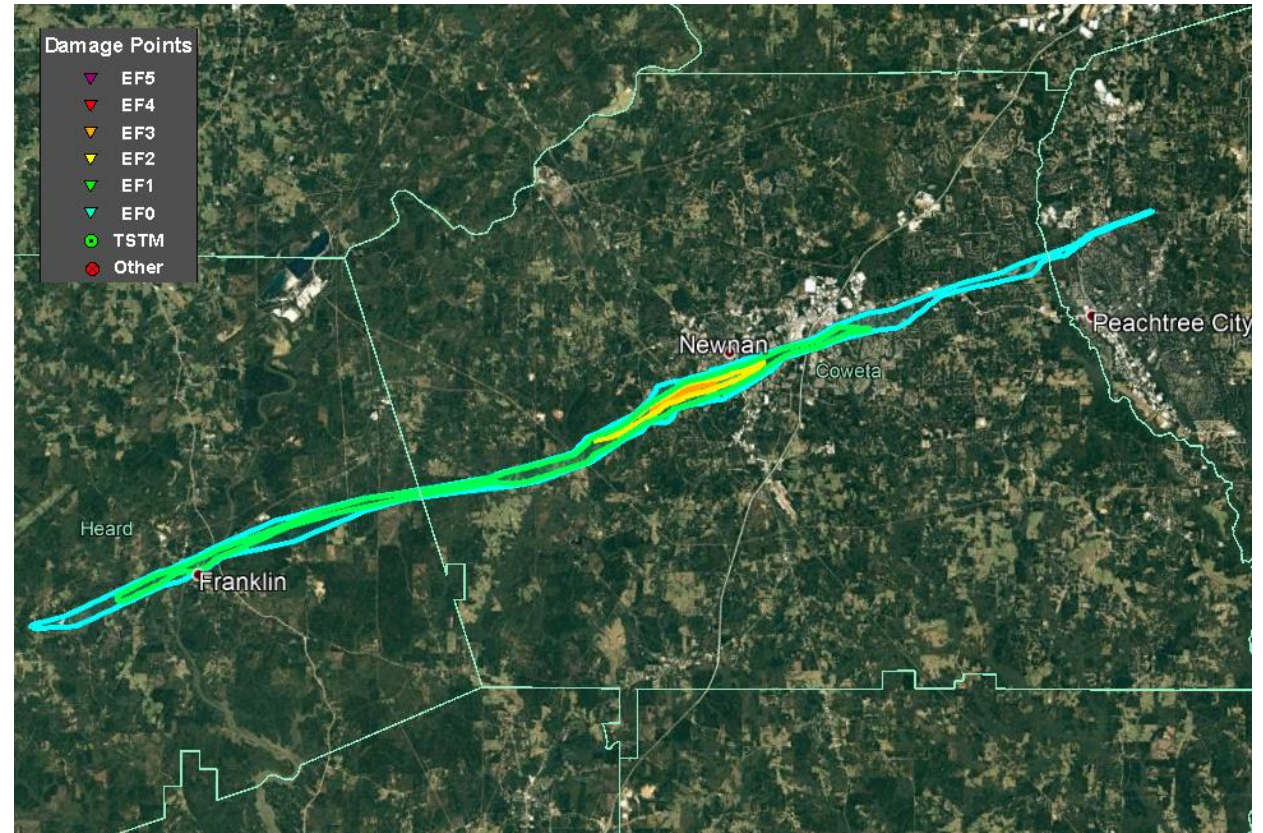
Coweta County





# Incident Overview Newnan/Coweta

- March 25-26, 2021
- Severe storms impacted Central and North Georgia
- EF-4 Tornado touched down in Coweta County
  - Last EF-4 in GA was 2011
  - 38.9 Mile Track
  - 170 MPH Winds
- Governor Kemp declared a State of Emergency from March 25 to May 25



Tornado Track (NWS Peachtree City)

# Debris Operations

## Statistics

- Coweta
  - 34 Days of Debris Operations Support
  - 29 Day District 3 handled in-house
  - 6,055 total loads
- Heard
  - 4 days
  - 216 total loads
- Polk
  - 2 days
  - 82 loads





# Emergency Operations

## Hurricane Preparedness





# Questions?

**Thank You!**